Rules and Regulations

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 316—TEMPORARY AND INDEFINITE EMPLOYMENT

PART 330—RECRUITMENT, SELECTION, AND PLACEMENT (GENERAL)

Miscellaneous Amendments

Section 316.801 and the heading of Subpart C of Part 330, §§ 330.301, 330.302, and 330.303 are amended to provide placement assistance to displaced employees before separation actually occurs.

1. As amended, § 316.801 reads as set out below.

§ 316.801 Displacement of temporary and indefinite employees.

(a) An agency shall separate employees serving under the following types of appointments in response to a specific displacement order by the commission or to comply with the provisions of the Commission's displaced employee program:

(1) Temporary pending establishment of a register;

(2) Overseas limited of indefinite duration; and

(3) Indefinite.

(b) An agency may separate an employee serving under one of the types of appointments named in paragraph (a) of this section in order to create a vacancy for a career or career-conditional employee who has received a reduction-in-force notice or who, after declining to transfer with his function to another commuting area, has been officially notified by the employing agency that he will not be placed in another position in his competitive area.

(R.S. 1753, sec. 2, 22 Stat. 403, as amended; 5 U.S.C. 631, 633; E.O. 10577, 19 F.R. 7521, 3 CFR, 1954–1958 Comp., p. 218)

2. As amended, the heading of Subpart C of Part 330, §§ 330.301, 330.302, and 330.303 read as set out below.

Subpart C—Displaced Employee Program

§ 330.301 Acceptance of applications from displaced employees.

Subject to the time limits and other conditions published by the Commission in the Federal Personnel Manual, a career or career-conditional employee may apply for examination for any competitive position, except postmaster and rural carrier, whether the examination is open or there is an existing register or a register about to be established, when (a) the employee has received a reduction-in-force notice and the employing agency determines that he cannot be placed in another position in his competitive area or (b) the employee declines to transfer with his function to another commuting area or to accept new assignment to another commuting area, and the employing agency determines that he will not be placed in another position in his competitive area.

§ 330.302 Order of displaced employees on registers.

The Commission shall enter the names of employees applying under § 330.301 on the appropriate register at the top of the appropriate group in the order of their ratings. For professional and scientific positions in grades GS–9 and above of the Classification Act of 1949, as amended, and in comparable pay levels under other pay-fixing authorities, all eligibles are in one group. For all other positions, preference eligibles with a compensable service-connected disability of 10 percent or more are in one group and all other eligibles in another.

§ 330.303 Entry of names of displaced employees on special registers.

When there is no appropriate existing register the Commission may establish special registers containing the names of employees applying under § 330.301, together with the names of eligibles described in §§ 332.311 and 332.322 of this chapter, and use these registers for certification to fill appropriate vacancies.

(R.S. 1753, sec. 2, 22 Stat. 403, as amended; 5 U.S.C. 631, 633; E.O. 10577, 19 F.R. 7521, 3 CFR, 1954–1958 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] MARY V. WENZEL,
Executive Assistant to the Commissioners.

[F.R. Doc. 65-3098; Filed, Mar. 25, 1965; 8:47 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

SUBCHAPTER C—AIRCRAFT

[Reg. Docket No. 6539; Amdt. 25-2]

PART 25—AIRWORTHINESS STANDARDS: TRANSPORT CATEGORY AIRPLANES

Cockpit Voice Recorders

The purpose of this amendment is to revise the installation requirements for cockpit voice recorders. Under the present requirements of § 25.1457, each cockpit voice recorder is required to be installed so that it will record, among other things, the voice communications of flight crewmembers using the loudspeaker system. The communications received from the loudspeaker system together with communications received from several other sources are required to be recorded on the fourth channel of the voice recorder. At the time that these rules were adopted, it was thought that this could be accomplished through the use of a relatively simple switching arrangement. However, it has subsequently been found that the installation of the voice recorder so that it would record the required communications without a mixing of audio signals on the fourth channel, cannot be accomplished without complex switching, relay, and isolation amplifier arrangements. This would increase the complexity and the cost of the installation, with an attendant decrease in the operational reliability of the recorder. Further, such an installation could result in fragmentation of the recorded information due to switching between sources. For this reason, the Agency considers it necessary to amend the regulation to provide for the installation of the voice recorder so that it will record on the fourth channel, communications obtained from one source only. In this connection, the Agency has determined that the fourth channel should record communications from each microphone, headset, or speaker used at the stations for the third or fourth crewmembers and if the communications at such stations are picked up by another channel, then communications from any passenger cabin loudspeaker system should be recorded on that channel.

In addition to the foregoing, paragraph (b) of the regulation now requires one or more cockpit-mounted area microphones arranged to pick up continuously any voice communications by flight crewmembers when at their assigned stations on the flight deck. The purpose of this requirement is to record communications from the flight crewmembers that are directed to the first or second pilot stations. Furthermore, paragraph (c) requires that the voice recorder be installed so that the third channel records communications from the cockpit-mounted area microphone best located for recording voice communications originating at the first and second pilot stations. However, experience in the installation of voice recorders has shown that a cockpit-mounted area microphone installed so as to meet the requirements of paragraph (c) will also record the communications of the other flight crewmembers that are directed to such stations. Therefore the regulation is being amended to require the installation of only one cockpit-mounted area microphone and to require that it be located so as to best record the voice communications originating at the first and second pilot stations and the voice communications of other flight crewmembers directed to such stations.

The present regulations require that each voice recorder must be bright orange in color. However, it has been found that some of the most durable and heat-resistant finishes are yellow in color. Since yellow is also a conspicuous color, the regulation is amended to permit yellow as well as orange finish on the recorder container.

These amendments provide relief from certain voice recorder installation requirements which have subsequently been found unnecessary in the interest of safety. Therefore, in view of the scheduling requirements and the time limits established under the operating rules for the installation of these recorders, any delay in issuing these amendments would impose an undue hardship on the operators.

For the foregoing reasons, I find that notice and public procedure hereon would be unnecessary and contrary to the public interest and good cause exists for making these amendments effective on less than 30 days' notice.

These amendments are issued under the authority of sections 313(a), 601, and 603 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, and 1423).

In consideration of the foregoing, § 25.1457 of Part 25 of the Federal Aviation Regulations (14 CFR Part 25) is amended, effective March 26, 1965, as follows:

By amending paragraphs (a), (b), (c) (3) and (4), and (g) to read as follows:

§ 25.1457 Cockpit voice recorders.

(a) Each cockpit voice recorder required by the operating rules of this chapter must be approved and must be installed so that it will record the following:

(1) Voice communications transmitted from or received in the airplane by radio.

(2) Voice communications of flight crewmembers on the flight deck.

(3) Voice communications of flight crewmembers on the flight deck, using the airplane's interphone system.

(4) Voice or audio signals identifying navigation or approach aids introduced into a headset or speaker.

(5) Voice communications of flight crewmembers using the passenger loudspeaker system, if there is such a system and if the fourth channel is available in accordance with the requirements of paragraph (c)(4)(ii) of this section.

(b) The recording requirements of paragraph (a)(2) of this section must be met by installing a cockpit-mounted area microphone, located in the best position for recording voice communications originating at the first and second pilot stations and voice communications of other crewmembers on the flight deck when directed to those stations. The microphone must be so located and, if necessary, the preamplifiers and filters of the recorder must be so adjusted or supplemented, that the intelligibility of the recorded communications is as high as practicable when recorded under flight cockpit noise conditions and played back. Repeated aural or visual playback of the record may be used in evaluating intelligibility.

(c) * * *

(3) For the third channel—from the cockpit-mounted area microphone.

(4) For the fourth channel, from—

(i) Each microphone, headset, or speaker used at the stations for the third and fourth crewmembers; or

(ii) If the stations specified in subdivision (i) of this subparagraph are not required or if the signal at such a station is picked up by another channel, each microphone on the flight deck that is used with the passenger loudspeaker system, if its signals are not picked up by another channel.

* * * * *

(g) Each recorder container must be either bright orange or bright yellow.

Issued in Washington, D.C., on March 19, 1965.

N. E. HALABY,
Administrator.

[F.R. Doc. 65-3082; Filed, Mar. 25, 1965; 8:45 a.m.]

SUBCHAPTER E—AIRSPACE

[Docket No. 6540; Amdt. 71-3]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Alteration of Method of Describing Federal Airways

The purpose of this amendment is to redescribe the method used to designate the floors of Federal airways.

Section 71.5(c)(1) provides that each Federal airway includes that airspace extending upward from 700 feet (until designated from 1,200 feet or more) above the surface of the earth. Amendment 60-21 (26 F.R. 570) to Part 60 of the Civil Air Regulations, upon which Part 71 was based, stated that it was the intention of the FAA that in most cases the floors of airways would be established at least 500 feet below the minimum en route altitude and, in all cases, not below 1,200 feet above the surface.

The FAA is in the process of redescribing Federal airways in accordance with Amendment 60-21, and it is apparent that the length and complexity of these descriptions must be increased when a common floor of 700 feet above the surface for all airways is replaced with segments varying from 1,200 feet above the surface to 500 feet below the minimum en route altitude. However, to avoid unnecessarily lengthy descriptions where possible, the FAA is restating the definition of the vertical extent of Federal airways to include the following precepts:

(a) Where no altitude is designated, the floor continues to be 700 feet above the surface until a study may determine the appropriate floors in accordance with Amendment 60-21.

(b) Since floors will be described in hundred foot units above the surface (AGL), or above mean sea level (MSL) the last two ciphers of an altitude may be omitted.

The designation of an altitude will refer to the floor of an airway segment between adjoining navigational aids or intersections unless a shorter distance is specified. In that case one or more altitudes will be designated for the appropriate number of miles with the last stated altitude terminating at the next navigational aid. For example, if the floors of an airway segment between points A and B were designated at 4,800 feet above mean sea level for 30 miles, and 1,200 feet above the surface to point B, with the floor of the following segment remaining at 700 feet above the surface until otherwise determined, the airway segments would be described as . . . A; 30 mi. 48 MSL, 12 AGL B; C; . . .

Where a control area is bounded by a main airway and corresponding segments of an alternate airway, it is the intention of the FAA to designate one floor applicable to the entire area.

Since the amendment is procedural in nature and imposes no additional burden on any person, compliance with the notice and public procedure provisions of section 4 of the Administrative Procedure Act is unnecessary.

In consideration of the foregoing, § 71.5(c) of Chapter I of Title 14 of the Code of Federal Aviation Regulations is amended, effective April 26, 1965, as hereinafter set forth.

§ 71.5 Extent of Federal airways.

* * * * *

(c) Unless otherwise specified in Subpart B or C—

(1) Each Federal airway includes that airspace extending upward from 700 feet above the surface of the earth to, but not including, 18,000 feet MSL, except that Federal airways for Hawaii have no upper limits. Variations of the lower limits of an airway are expressed in digits representing hundreds of feet above the surface (AGL) or mean sea level (MSL) and, unless otherwise specified, apply to the segment of an airway between adjoining navigational aids or intersections; and

(2) The airspace of a Federal airway within the lateral limits of a transition area has a floor coincident with the floor of the transition area.

* * * * *

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Washington, D.C., on March 19, 1965.

N. E. HALABY,
Administrator.

[F.R. Doc. 65-3083; Filed, Mar. 25, 1965; 8:45 a.m.]

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

[Reg. Docket No. 6498; Amdt. 418]

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

The amendments to the standard instrument approach procedures contained herein are adopted to become effective when indicated in order to promote safety. The amended procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the complete procedure is republished in this amendment indicating the changes to the existing procedures.

As a situation exists which demands immediate action in the interests of safety in air commerce, I find that compliance with the notice and procedure provisions of the Administrative Procedure Act is impracticable and that good cause exists for making this amendment effective within less than 30 days from publication.

In view of the foregoing and pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 97 (14 CFR Part 97) is amended as follows:

1. By amending the following low or medium frequency range procedures prescribed in § 97.11(a) to read:

LFR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn-10	300-1	300-1	200-½
				T-dn-28	500-1	500-1	500-1½
				C-dn	600-1	600-1	600-1½
				S-dn	NA	NA	NA
				A-dn	900-2	900-2	900-2

Procedure turn S side SE crs, 120° Outbnd, 300° Inbnd, 2300′ within 10 miles.
Minimum altitude over facility on final approach crs, 700′.
Crs and distance, facility to airport, 086°—1.4 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of ANI LFR, turn left, climb to 2300′ on SW crs, 210° within 10 miles.
NOTE: Air carrier sliding scale not authorized.
CAUTION: Terrain 1000′—2.0 miles N of ANI LFR. Terrain 657′—3 miles W of ANI LFR.
MSA within 25 miles of facility: N—2700′; E—4300′; S—4700′; W—3000′.

City, Aniak; State, Alaska; Airport Name, Aniak; Elev., 80′; Fac. Class., BMRLZ; Ident., ANI; Procedure No. 1, Amdt 7; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 6; Dated, 6 Jan. 62

				T-dn	300-1	300-1	200-½
				C-dn	400-1	400-1	400-1½
				S-dn-19	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of NE crs, 009° Outbnd, 189° Inbnd, 1900′ within 10 miles.
Minimum altitude over facility on final approach crs, 800′.
Crs and distance, facility to airport, 188°—1.7 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.7 miles after passing KE LFR, climb to 1900′ on SW crs KE–LFR within 20 miles.
City, Kenai; State, Alaska; Airport Name, Kenai; Elev., 93′; Fac. Class., SBRAZ; Ident., KE; Procedure No. 1, Amdt. 11; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 10; Dated, 16 June 62

2. By amending the following automatic direction finding procedures prescribed in § 97.11(b) to read:

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn	800-1	800-1	800-1
				C-d	900-1	900-1	900-1½
				C-n	900-2	900-2	900-2
				A-dn	NA	NA	NA

Radar transitions authorized in accordance with approved patterns of Newark approach control.
Procedure turn N side of crs, 067° Outbnd, 247° Inbnd, 2300′ within 10 miles.
Minimum altitude over facility on final approach crs, 2000′.
Crs and distance, facility to airport, 247°—7.1 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7.1 miles after passing PNJ RBn, climb to 2000′ on direct crs to Chatham RBn. Hold NE, 1-minute right turns, Inbnd crs, 241°.
MSA within 25 miles of facility: 270°–180°—2000′; 180°–270°—2100′.

City, Caldwell; State, N.J., Airport Name, Caldwell-Wright; Elev., 175′; Fac. Class., MHW; Ident., PNJ; Procedure No. 1, Amdt. Orig.; Eff. Date, 27 Mar. 65

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
LAW VOR	FSI RBn	Direct	3800	T-dn	300-1	300-1	200-½
HBR VOR	FSI RBn	Direct	4200	C-d	600-1	600-1	600-1½
				C-n	600-2	600-2	600-2
				S-d-17	600-1	600-1	600-1
				S-n-17	600-2	600-2	600-2
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn W side of crs, 350° Outbnd, 170° Inbnd, 3000′ within 10 miles. Beyond 10 miles not authorized.
Minimum altitude over facility on final approach crs, 3000′.
Crs and distance, facility to airport 170°—7.5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7.5 miles after passing FSI RBn, climb to 3000′, proceed direct to LAW VOR.
NOTES: Single transmitter. Aural signal must be received at all times during approach. Authorized for military use only except by prior arrangement.
CAUTION: High terrain (Whichita Mountains) W of RBn.
MSA within 25 miles of facility: 000°-180°—2700′; 180°-360°—3500′.

City, Fort Sill; State, Okla.; Airport Name, Henry Post AAF; Elev., 1187′; Fac. Class., MHW; Ident., FSI; Procedure No. 2, Amdt. 1; Eff. Date, 27 Mar. 65; Sup. Amdt. No. Orig.; Dated, 25 Jan. 64

PROCEDURE CANCELLED, EFFECTIVE 27 MAR. 1965, OR UPON DECOMMISSIONING OF FACILITY.

City, Laramie; State, Wyo.; Airport Name, Brees Field; Elev., 7273′; Fac. Class., BH; Ident., LR; Procedure No. 1, Amdt. Orig.; Eff. Date, 31 Aug. 63

FRI VOR	MHK RBn	Direct	3000	T-dn	300-1	300-1	300-1
Volland Int	MHK RBn (final)	Direct	2000	C-d	600-1	600-1½	600-1½
Ogden Int	MHK RBn	Direct	3000	C-n	600-2	600-2	600-2
				A-dn	1000-2	1000-2	1000-2
				The following minimums apply during hours 1800-0130, 0500-0600 local times.			
				C#	800-2	800-2	800-2

Procedure turn E side of crs, 118° Outbnd, 298° Inbnd, 3000′ within 10 miles.
Minimum altitude over facility on final approach crs, 2000′.
Crs and distance, facility to airport 298°—2.4 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.4 miles after passing MHK RBn, make left turn, climbing to 3000′ and return to MHK RBn.
NOTES: 1. Procedure not authorized for use 0100-0500 local time. 2. #Altimeter setting from SLN FSS 1800-0100, 0500-0600 local times. 3. Final approach from holding pattern at MHK RBn not authorized. Procedure turn required.
CAUTION: Restricted area 1.5 miles W of airport.
MSA within 25 miles of facility: 000°-360°—2800′.

City, Manhattan; State, Kans.; Airport Name, Manhattan Municipal; Elev., 1060′; Fac. Class., MHW; Ident., MHK; Procedure No. 1, Amdt. 1; Eff. Date, 27 Mar. 65; Sup. Amdt. No. Orig.; Dated, 29 Aug. 64

MEM VOR	LOM	Direct	1900	T-dn#	300-1	300-1	200-½
Independence Int	LOM	Direct	1900	C-dn	500-1	500-1	500-1½
Coldwater Int	LOM	Direct	1900	S-dn-35	500-1	500-1	500-1
Walls Int	LOM	Direct	1900	A-dn	800-2	800-2	800-2
Porter Int	LOM	Direct	1900	If aircraft is equipped with operating ADF and VOR receivers and Hess Int identified, the following minimums are authorized:			
				S-dn-35	400-1	400-1	400-1

Radar vectoring authorized in accordance with approved patterns.
Procedure turn E side of crs, 174° Outbnd, 354° Inbnd, 1900′ within 10 miles.
Minimum altitude over facility on final approach crs, 1700′.
Crs and distance, facility to airport, 354°—4.7 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.7 miles after passing TS LOM, climb to 2500′ on crs of 354° within 15 miles or, when directed by ATC, turn left, climb to 1800′ on R-271 MEM-VOR within 15 miles.
#Air Carrier Note: Takeoff with less than 200-½ not authorized on Runway 14-32.
MSA within 25 miles of facility: 000°-090°—2400′; 090°-180°—1700′; 180°-270°—1600′; 270°-360°—1800′.

City, Memphis; State, Tenn.; Airport Name, Memphis Metropolitan; Elev., 331′; Fac. Class., LOM; Ident., TS; Procedure No. 2, Amdt. 5; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 4; Dated, 6 Feb. 65

Manchester VOR	Nashua RBn	267°—10.1 miles	3000	T-d	300-1	300-1	NA
				C-d	600-1	600-1	NA
				If weather service available:			
				A-d	800-2	800-2	NA

Procedure turn N side of crs, 333° Outbnd, 153° Inbnd, 2800′ within 10 miles.
Minimum altitude over facility on final approach crs, 1800′.
Crs and distance, facility to airport, 137°—3.9 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing AMH RBn (or crossing R-247 MHT VOR on final approach), make left-climbing turn to 2800′; return to the AMH RBn. Hold NW, 1-minute, right turns, 153° Inbnd.
NOTE: Procedure turn to the N due high terrain S and W.
MSA within 25 miles of facility: 000°-090°—2500′; 090°-180°—1800′; 180°-270°—3000′; 270°-360°—4200′.

City, Nashua; State, N.H.; Airport Name, Boire Field; Elev., 193′; Fac. Class., MHW; Ident., AMH; Procedure No. 2, Amdt. Orig.; Eff. Date, 27 Mar. 65

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Liberty VHF Int	Prospect VHF Int	Via Radar vectors to JFK VOR R-270 and 044° bearing to LG LOM.	2500	T-dn	300-1	300-1	200-½
				C-dn	700-1	700-2	700-2
				S-dn-4	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2
Prospect VHF Int	LG LOM (final)	Via LGA VOR R-221.5%	1300				
LGA-VOR	LG LOM	Direct	2500				

Radar transitions authorized in accordance with approved radar patterns.
Procedure turn S side of crs, 224° Outbnd, 044° Inbnd, 2500' S of Prospect Int within 10 miles of LG LOM.#
Minimum altitude over facility on final approach crs, 1300'.
Crs and distance, facility to airport, 044°—3.9 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing LG LOM, climb to 2500' on crs 93° to UR LOM. Hold UR LOM right turns, 1-minute, 043° Inbnd.
AIR CARRIER NOTE: Adjustment of alternate ceiling and visibility minimums not authorized.
CAUTION: (1) Standard clearance not provided over obstructions in final approach area and in missed approach area. (2) Unlighted obstructions in approach zone (Runway 4) protruding 40' above lights at beginning of approach light lane decreasing to 10' above lights at 1100' from approach end of runway. (3) Tower 415'—3.8 miles SW; tower 190'—3.5 miles SW; building 968'—6.7 miles SW.
#Maintain 2500' Inbnd on final approach crs until crossing Prospect Int.
§LGA-VOR R-221 must be monitored on ADF approach until passing LG LOM.
Other change: Deletes note regarding takeoff minimums.
MSA within 25 miles of facility: 045°-225°—1600'; 225°-315°—2600'; 315°-045°—2200'.

City, New York; State, N.Y.; Airport Name, La Guardia; Elev., 21'; Fac. Class., LOM; Ident., LG; Procedure No. 1, Amdt. 23; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 22; Dated, 2 Apr. 64

Scarsdale Int	UR LOM (final)	Direct	1500	T-dn	300-1	300-1	200-½
				C-dn	700-1	700-2	700-2
				S-dn-22*	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn N side of crs, 044° Outbnd, 224° Inbnd, 2000' within 10 miles.
Minimum altitude over facility on final approach crs, 1500'.
Crs and distance, LOM to airport, 224°—6.0 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.0 miles after passing UR LOM, climb to 2500' on crs 224° to Prospect Int. Hold SW, 1-minute left turns, Inbnd crs, 041°.
AIR CARRIER NOTE: (1) Sliding scale not authorized for landings. (2) Adjustment of alternate ceiling and visibility minimums not authorized.
CAUTION: Standard clearance not provided over obstructions in final approach area. Tunk 422' 1.7 miles N of airport.
Other change: Deletes note regarding takeoff minimums.
*Do not descend below 1000' until passing Castle FM.
MSA within 25 miles of facility: 045°-225°—1600'; 225°-045°—2600'.

City, New York; State, N.Y.; Airport Name, La Guardia; Elev., 21'; Fac. Class., LOM; Ident., UR; Procedure No. 2, Amdt. 2; Eff. Date, 27 Mar. 67; Sup. Amdt. No. 1; Dated, 15 Feb. 64

Highland Int	GP LOM (final)	Direct	3000	T-dn	300-1	300-1	200-½
Imperial VOR*	GP LOM	Direct	3000	C-dn	500-1	500-1	500-1½
Allegheny VOR*	Highland Int	Direct	3000	S-dn-28L	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn N side of crs, 097° Outbnd, 277° Inbnd, 3000' within 10 miles of GP LOM.
Minimum altitude over facility on final approach crs, 3000'.
Crs and distance, facility to airport, 277°—5.6 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.6 miles after passing GP LOM, climb to 3000' on 282° crs to Creek RBn. Hold W, right turns, 1-minute, 097° Inbnd.
CAUTION: Runway 28R approach: Fluorescent street lighting aligned with Runway 28R and terminating approximately ¾ mile from runway, can be mistaken for runway lights.
*Transition from IRL VOR and AGC VOR require holding pattern entry during nonradar operation.
MSA within 25 miles of facility: 000°-270°—3100'; 270°-360°—2800'.

City, Pittsburgh; State, Pa.; Airport Name, Greater Pittsburgh; Elev., 1203'; Fac. Class., LOM; Ident., GP; Procedure No. 1, Amdt. 6; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 5; Dated, 23 Jan. 65

PROCEDURE CANCELLED, EFFECTIVE 27 MAR. 1965.

City, Pittsburgh; State, Pa.; Airport Name, Greater Pittsburgh; Elev., 1203'; Fac. Class., MHW; Ident., GHW; Procedure No. 2, Amdt. 7; Eff. Date, 23 Jan. 65; Sup. Amdt. No. 6; Dated, 6 July 63

Hookstown Int	Creek RBn (final)	Direct	2700	T-dn	300-1	300-1	200-½
Spring Int	Creek RBn (final)	Direct	2700	C-d	500-1	500-1	500-1½
Wheeling VOR	Creek RBn	Direct	3000	C-n	500-2	500-2	500-2
Imperial VOR	Creek RBn	Direct	3000	S-d-10L	500-1	500-1	500-1
				S-n-10L	500-2	500-2	500-2
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn S side of crs, 277° Outbnd, 097° Inbnd, 3000' within 10 miles.
Minimum altitude over facility on final approach crs, 2700'.
Crs and distance, facility to airport, 097°—6.9 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.9 miles after passing Creek RBn, climb to 3000' on 102° crs to the GP LOM. Hold E, 1-minute right turns, 277° Inbnd.
MSA within 25 miles of the facility: 000°-090°—2900'; 090°-180°—3100'; 180°-270°—3100'; 270°-360°—2600'.

City, Pittsburgh; State, Pa.; Airport Name, Greater Pittsburgh; Elev., 1203'; Fac. Class., MHW; Ident., CRK; Procedure No. 3, Amdt. Orig.; Eff. Date, 27 Mar. 65

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Highland Int	GP LOM (final)	Direct	3000	T-dn	300-1	300-1	200-½
Ellwood City VOR R-153*	Highland Int	Direct	3000	C-d	500-1	500-1	500-1½
Allegheny VOR*	Highland Int	Direct	3000	C-n	500-2	500-2	500-2
Wheeling VOR	Imperial VOR	Direct	3000	S-d-28R	500-1	500-1	500-1
Imperial VOR*	Highland Int	Direct	3000	S-n-28R	500-2	500-2	500-2
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn N side of crs, 103° Outbnd, 283° Inbnd, 3000' within 10 miles.
Minimum altitude over facility on final approach crs, 3000'.
Crs and distance, facility to airport, 283°—6.9 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.9 miles after passing GP LOM, climb to 3000' on 277° crs to Creek RBn. Hold W, 1-minute right turns, 097° Inbnd.
CAUTION: Fluorescent street lighting, aligned with Runway 28R and terminating approximately ¾ mile from runway end, can be mistaken for runway lights.
*Transitions from IRL VOR, AGC VOR, and EWC VOR require holding pattern entry during nonradar operation.
MSA within 25 miles of facility: 000°-270°—3100'; 270°-360°—2800'.

City, Pittsburgh; State, Pa.; Airport Name, Greater Pittsburgh; Elev., 1203'; Fac. Class., LOM; Ident., GP; Procedure No. 4, Amdt. 3; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 2; Dated, 23 Jan. 65

Berlin RBn	Whitefield RBn	Direct	7800	T-d	1500-2	1500-2	1500-2
Cascade Int	Whitefield RBn	Direct	7800	C-d	2700-2	2700-2	2700-2
				A-d	NA	NA	NA

Procedure turn N side of crs, 265° Outbnd, 085° Inbnd, 3900' within 10 miles.
Minimum altitude over facility of final approach crs, 3700'.
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of HIE RBn, make an immediate left-climbing turn to 7800' in holding pattern. Hold W of HIE RBn, 085° Inbnd, 1-minute left turns N side of crs.
NOTES: (1) Facility must be monitored aurally during this procedure. (2) Nonstandard procedure turn and nonstandard holding pattern to avoid high terrain to the S.
Climb-out procedure: Climb W of facility, shuttle on crs of 265° Outbnd, 085° Inbnd from facility within 10 miles, all turns to N of crs, proceed on crs after reaching 7800'.
MSA within 25 miles of facility: 000°-360°—7400'.

City, Whitefield; State, N.H.; Airport Name, Whitefield Municipal; Elev., 1048'; Fac. Class., MHW; Ident., HIE; Procedure No. 1, Amdt. 1; Eff. Date, 27 Mar. 65; Sup. Amdt. No. Orig.; Dated, 2 Dec. 61

ICT VOR	LOM	Direct	2700	T-dn	300-1	300-1	200-½
Conway Int	LOM	Direct	2900	C-dn	400-1	500-1	500-1½
Mayfield Int	Anson Int *	Direct	3000	S-dn-1	400-1	400-1	400-1
Anson Int *	LOM (final)	Direct	2600	A-dn	800-2	800-2	800-2
Mayfield Int	LOM	Direct	3000				

Radar vectoring to final approach crs authorized in accordance with approved patterns.
Procedure turn W side of crs, 190° Outbnd, 010° Inbnd, 2700' within 10 miles. (Nonstandard to avoid McConnell AFB.)
Minimum altitude over facility on final approach crs, 2600'.
Crs and distance, facility to airport, 010°—4.1 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.1 miles after passing IC LOM, make left turn, climb to 3400' proceeding Outbnd on R-216 ICT VOR within 20 miles or, when directed by ATC, climb to 3400' on 010° bearing from IC LOM, intercept R-027 ICT VOR and proceed to White Water Int.
NOTE: Aircraft executing missed approach may be radar controlled after being reidentified.
CAUTION: Simultaneous approaches being conducted on McConnell AFB. 2444' tower 8.4 miles NNW of airport.
*Radar identification of Anson Int required; otherwise procedure turn will be executed.
MSA within 25 miles of facility: 000°-090°—3400'; 090°-180°—2600'; 180°-270°—2700'; 270°-360°—3400'.

City, Wichita; State, Kans.; Airport Name, Wichita Municipal; Elev., 1332'; Fac. Class., LOM; Ident., IC; Procedure No. 1, Amdt. 7; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 6; Dated, 30 Apr. 64

Chardon VOR	Lost Nation RBn	Direct	3000	T-dn	300-1	300-1	300-1
Mentor Int	Lost Nation RBn	Direct	3000	C-dn *	600-1	600-1	600-1½
Fairport Int	Lost Nation RBn	Direct	3000	S-dn-27 *	500-1	500-1	500-1
				A-dn	NA	NA	NA

Radar transitions and vectoring authorized in accordance with approved radar patterns.
Procedure turn N side of crs, 092° Outbnd, 272° Inbnd, 3000' within 10 miles of Falstaff Int.
Minimum altitude over Falstaff Int on final approach crs, 1800'.
Crs and distance, Falstaff Int to airport, 272°—4.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.3 miles of Falstaff Int, climb to 3000' on crs of 272° within 10 miles and return to LNN RBn and hold W 092° Inbnd.
NOTES: (1) Voice communications and weather on 112.8 available 24 hours a day. Contact Cleveland approach control for ATC. (2) Facility owned and operated by Lost Nation Airport.
CAUTION: Stack 929'—1.7 miles of WSW of airport. High lines along E boundary of airport.
Other changes: Deletes transition from Perry RBn. Deletes runway lights note.
* Authorized only for aircraft equipped to receive ADF and VOR simultaneously. If Chardon VOR not received, 1200-1 minimums will apply.
MSA within 25 miles of facility: 000°-090°—2300'; 090°-180°—2600'; 180°-270°—3000'; 270°-360°—1600'.

City, Willoughby; State, Ohio; Airport Name, Lost Nation; Elev., 626'; Fac. Class., MHW; Ident., LNN; Procedure No. 1, Amdt. 4; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 3; Dated, 14 Dec. 61

Mentor Int	Lost Nation RBn	Direct	3000	T-dn	300-1	300-1	300-1
Chardon VOR	Lost Nation RBn	Direct	3000	C-dn	800-1	800-1	800-1½
Fairport Int	Lost Nation RBn	Direct	3000	A-dn	NA	NA	NA

Radar transitions and vectoring authorized in accordance with approved radar patterns.
Procedure turn N side of crs, 272° Outbnd, 092° Inbnd, 3000' within 10 miles. Nonstandard due to ATC.
Minimum altitude over facility on final approach crs, 1400'.
Facility located on the airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of LNN RBn, make left-climbing turns to 3000', return to RBn, hold W, 092° Inbnd.
CAUTION: Stack 920'—1.7 miles WSW of airport. High lines along E boundary of airport.
NOTES: (1) Voice communications and weather on 122.8 available 24 hours a day. Contact Cleveland approach control for ATC. (2) Facility owned and operated by Lost Nation Airport.
Other changes: Deletes transition from Perry RBn. Deletes runway lights note.
MSA within 25 miles of facility: 000°-090°—2300'; 090°-180°—2600'; 180°-270°—3000'; 270°-360°—1600'.

City, Willoughby; State, Ohio; Airport Name, Lost Nation; Elev., 626'; Fac. Class., MHW; Ident., LNN; Procedure No. 2, Amdt. 2; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 1; Dated, 14 Dec. 61

3. By amending the following very high frequency omnirange (VOR) procedures prescribed in § 97.11(c) to read:

VOR STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.
If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
KE LFB	ENA VOR	Direct	1900	T-dn C-dn S-dn-19 A-dn	300–1 400–1 400–1 800–2	300–1 500–1 400–1 800–2	200–½ 500–1½ 400–1 800–2

Procedure turn N side of crs, 006° Outbnd, 186° Inbnd, 1900' within 10 miles.
Minimum altitude over facility on final approach crs, 900'.
Crs and distance, facility to airport, 186°—2.8 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.8 miles after passing ENA VOR climb to 1900' on R-186 within 20 miles.
MSA within 25 miles of facility: 000°–090°—1500'; 090°–180°—2800'; 180°–270°—1300'; 270°–360°—1400'.

City, Kenai; State, Alaska; Airport Name, Kenai Airport; Elev., 93'; Fac. Class., BVOR; Ident., ENA; Procedure No. 1, Amdt. 2; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 1; Dated, 31 Mar. 62

JAN RBn	JAN VOR	Direct	1900	T-dn C-dn A-dn*	300–1 600–1 NA	300–1 600–1 NA	NA NA NA

Procedure turn W side of crs, 315° Outbnd, 135° Inbnd, 1900' within 10 miles.
Minimum altitude over facility on final approach crs, 1900'.
Crs and distance, facility to airport, 135°—5.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.3 miles after passing JAN VOR, climb to 2500' on R-135 within 20 miles or, when directed by ATC, turn left, climb to 1900', and return direct to JAN VOR.
NOTE: Aircraft will cancel IFR with JAN approach control prior to landing and upon reaching visual flight conditions. Aircraft will not take off without prior ATC approval.
MSA within 25 miles of facility: 000°–090°—1700'; 090°–180°—1700'; 180°–270°—3000'; 270°–360°—1700'.
*Nearest weather observation at Jackson Airport.

City, Madison; State, Miss.; Airport Name, Bruce Campbell Field; Elev., 324'; Fac. Class., BVORTAC; Ident., JAN; Procedure No. 1, Amdt. 1; Eff. Date, 27 Mar. 65; Sup. Amdt. No. Orig.; Dated, 27 July 63

				T-dn C-dn S-dn-14# A-dn	300–1 500–1 400–1 800–2	300–1 500–1 400–1 800–2	200–½ 500–1½ 400–1 800–2

Procedure turn S side of crs, 310° Outbnd, 130° Inbnd, 2700' within 10 miles.
Minimum altitude over facility on final approach crs, 2300'.
Crs and distance, facility to airport, 130°—3.6 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.6 miles after passing Mansfield VOR, make left-climbing turn to 2700', proceed to Mansfield VOR. Hold NW Mansfield VOR, right turns, 1 minute, 130° Inbnd.
#400–¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.
MSA within 25 miles of facility: 000°–090°—2200'; 090°–270°—2700'; 270°–360°—2200'.

City, Mansfield; State, Ohio; Airport Name, Mansfield Municipal; Elev., 1297'; Fac. Class., BVORTAC; Ident., MFD; Procedure No. 1, Amdt. 3; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 2; Dated, 26 Oct. 63

				T-d C-d A-d	400–1 700–1 800–2	400–1 700–1 800–2	NA NA NA

Radar vectors authorized in accordance with Stewart approved radar patterns.
Procedure turn N side of crs, 090° Outbnd, 270° Inbnd, 3100' within 10 miles.
Minimum altitude over facility on final approach crs, 3100'.
Crs and distance, facility to airport 284°—7.0 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7.0 miles after passing SWF VOR, climb on crs, 284° to 2500' within 10 miles, then make right-climbing turn, proceed direct to SWF VOR at 3100'. Hold E on R-090, 1-minute left turns, Inbnd crs, 270°.
MSA within 25 miles of the facility: 000°–090°—3600'; 090°–270°—2900'; 270°–360°—4000'.

City, Montgomery; State, N.Y.; Airport Name, Orange County; Elev., 361'; Fac. Class., VOR; Ident., SWF; Procedure No. 1, Amdt. 1; Eff. Date, 27 Mar. 65; Sup. Amdt. No. Orig.; Dated, 23 Jan. 65

Scarsdale VHF Int Randall Int	Randall Int LGA VOR (final)	Direct Direct	1500 *700	T-dn C-dn A-dn	300–1 700–1 800–2	300–1 700–2 800–2	200–½ 700–2 800–2

Procedure turn not authorized. Final approach crs, 226°.
Minimum altitude over facility on final approach crs, 700'.
Crs and distance, facility to airport, 178°—0.4 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.4 mile after passing LGA VOR, climb to 2500' on LGA VOR R-221 to Prospect Int. Hold SW Prospect Int left turns, 1-minute Inbnd, crs, 041°.
AIR CARRIER NOTE: Adjustment of alternate ceiling and visibility minimums not authorized.
NOTES: 1. Radar vectors may be substituted for the above transitions. 2. Dual VOR equipment required for execution of this procedure.
Other change: Deletes note regarding takeoff minimums and Air Carrier Note regarding sliding scale not applicable to circling minimums.
*Descent to landing minimums authorized only after passing Randall VHF Int.
MSA within 25 miles of facility: 045°–225°—1600'; 225°–315°—2000'; 315°–045°—2200'.

City, New York; State, N.Y.; Airport Name, La Guardia; Elev., 21'; Fac. Class., L-VOR; Ident., LGA; Procedure No. 1, Amdt. 4; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 3; Dated, 2 Apr. 64

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Liberty VHF Int	Int LGA R-221 and JFK R-270	Via radar vectors to IDL R-270.	2500	T-dn	300-1	300-1	200-½
Keansburg VHF Int	Prospect VHF Int	Direct	2500	C-dn	700-1	700-2	700-2
Int LGA R-221 and JFK R-270	Prospect VHF Int	Direct	2500	A-dn	800-2	800-2	800-2
Prospect VHF Int	Diamond Int	Direct	*1200				
Diamond Int	LGA VOR (final)	Direct	700				

Procedure turn not authorized. Final approach crs, 041°.
Minimum altitude over Diamond Int on final approach, 1200'.
Crs and distance, Diamond Int to VOR, 041°—5.0 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.0 mile after passing LGA VOR, climb to 4000' on LGA VOR R-046 to Stamford Int. Cross Scarsdale Int at 3000' or above. Hold NE Stamford Int, 1-minute left turns, Inbnd crs, 226°.
AIR CARRIER NOTE: Adjustment of alternate ceiling and visibility minimums not authorized.
NOTES: 1. Radar vectors may be substituted for the above transitions. 2. Dual VOR equipment required for execution of this procedure.
Other change: Deletes note regarding takeoff minimums and Air Carrier Note regarding sliding scale not applicable to circling minimums.
*Descent to landing minimums authorized only after passing Diamond VHF Int.
MSA within 25 miles of facility: 045°-225°—1600'; 225°-315°—2600'; 315°-045°—2200'.

City, New York; State, N.Y.; Airport Name, La Guardia; Elev., 21'; Fac. Class., L-VOR; Ident., LGA; Procedure No. 2, Amdt. 4; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 3, Dated, 2 Apr. 64

				T-dn*	300-1	300-1	200-½
				C-d	700-1	700-1	700-1½
				C-n	700-2	700-2	700-2
				A-dn**	800-2	800-2	800-2
				After passing Butler Int, or the 4.6-mile DME Fix, the following minimums apply:			
				C-dn	400-1	500-1	500-1½

Radar vectoring authorized in accordance with approved patterns utilizing Burlington Radar.
Procedure turn N side of crs, 048° Outbnd, 228° Inbnd, 2100' within 10 miles.
Minimum altitude over facility on final approach crs, 2100'.
Crs and distance, facility to airport, 228°—8.3 miles; Butler Int to airport, 228°—3.7 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 8.3 miles after passing PLB VOR (or 3.7 miles after passing Butler Int), make a left-climbing turn and return to Plattsburgh VOR at 2100'. Hold NE of PLB VOR on R-048, 1-minute right turns, 228° Inbnd crs.
*300-1 required for takeoff Runway 1.
**Alternate weather minimums of 800-2 authorized for those who have an approved arrangement for weather service at the airport.
MSA within 25 miles of facility: 000°-090°—2500'; 090°-180°—3000'; 180°-270°—3000'; 270°-360°—4500'.

City, Plattsburgh; State, N.Y.; Airport Name, Plattsburgh Municipal; Elev., 371'; Fac. Class., BVORTAC; Ident., PLB; Procedure No. 1, Amdt. 8; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 7; Dated, 18 Apr. 64

ICT VOR	Beech Int	Via ICT VOR R-093	2900	T-d	300-1	300-1	NA
				C-d	500-1½	500-1½	NA
				A-dn	NA	NA	NA

Radar vectoring to final approach crs authorized in accordance with approved patterns.
Procedure turn N side of crs, 093° Outbnd, 273° Inbnd, 2900' within 10 miles of Beech Int.
Minimum altitude over Beech Int on final approach crs, 2900'.
Crs and distance, Beech Int to airport, 273°—3.5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.5 miles after passing Beech Int, make right-climbing turn to 3100' heading 000° to intercept ICT VOR R-051, proceed to DeGraff Int.
NOTES: (1) Airport attended Monday through Friday, daylight hours only. (2) No runway lights. (3) Aircraft executing missed approach may be radar controlled after being reidentified. (4) Procedure not authorized when radar is not available. (5) Radar identification of Beech Int required.

City, Wichita; State, Kans.; Airport Name, Beech Factory; Elev., 1387'; Fac. Class., BVORTAC; Ident., ICT; Procedure No. 1, Amdt. 2; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 1; Dated, 30 Apr. 64

4. By amending the following terminal very high frequency omnirange (TerVOR) procedures prescribed in § 97.13 to read:

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Whitman VOR	BOS-VOR	Direct	2000	T-dn*	300-1	300-1	200-½
				C-dn**	700-1	700-1	700-1½
				A-dn	800-2	800-2	800-2
				After passing 5 mile DME Fix on BOS VOR R-016 the following minimums apply: #			
				C-dn**	600-1	600-1	600-1½
				S-dn-22L	600-1	600-1	600-1

Radar vectoring authorized in accordance with approved patterns.
Procedure turn W side of crs, 016° Outbnd, 196° Inbnd, 1800' within 10 miles.
#Maintain 1200' until passing the 5-mile DME or Radar Fix.
Minimum altitude over facility on final approach crs, 600'.
Facility on airport. Crs. and distance, breakoff point to approach end of Runway 22L, 215°—0.9 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing BOS VOR, make left-climbing turn to 2000' on BOS VOR R-148 to Cohasset Int. Hold SE of Cohasset Int on R-148, right turns, 1 minute.
CAUTION: 370' stack 1.2 miles SW, 505' building 1.4 miles W, 772' building 3.1 miles W, 1349' antennas 10.5 miles W of airport boundary.
MSA within 25 miles of facility: 000°-180°—1500'; 180°-360°—2300'.
*Departures from Runway 27 make left turn to crs 260° as soon as practicable after takeoff.
**No circling W of airport authorized from centerline extended Runway 4L to centerline extended Runway 15 when ceiling is less than 800'.
#Radar fix may be substituted for 5-mile DME Fix.

City, Boston; State, Mass; Airport Name, General Edward Lawrence Logan International; Elev., 19'; Fac. Class., BVORTAC; Ident., BOS; Procedure No. TerVOR-22L, Amdt. 4; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 3; Dated, 17 Aug. 63

Bedford MHW	BOS VOR	Direct	2000	T-dn*	300-1	300-1	200-½
				C-dn**	600-1	600-1	600-1½
				S-dn-27	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2
				After passing 5-mile DME Fix on BOS VOR R-086 the following minimums apply:			
				S-dn-27	500-1	500-1	500-1

Radar vectoring authorized in accordance with approved patterns.
Procedure turn N side of crs, 086° Outbnd, 266° Inbnd, 1500' within 10 miles.
Minimum altitude over facility on final approach crs, 600'.
Facility on airport; Breakoff point to Runway 27, 272°—0.32 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing BOS VOR, make left-climbing turn to 2000' on BOS VOR R-148 to Cohasset Int. Hold SE of Cohasset Int on R-148, right turns, 1 minute.
CAUTION: 370' stack 1.2 miles SW, 505' building 1.4 miles W, 772' building 3.1 miles W, 1349' antennas 10.5 miles W of airport boundary.
*Departures from Runway 27 make left turn to crs 260° as soon as practicable after takeoff.
**No circling W of airport authorized from centerline extended Runway 4L clockwise to centerline extended Runway 15 when ceiling is less than 800'.
MSA within 25 miles of facility: 000°-180°—1500'; 180°-360°—2300'.

City, Boston; State, Mass.; Airport Name, General Edward Lawrence Logan International; Elev., 19'; Fac. Class., BVOR; Ident., BOS; Procedure No. Ter VOR-27, Amdt. 4; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 3; Dated, 17 Aug. 63

Fayetteville VOR	Simmons VOR	Direct	2000	T-dn	300-1	300-1	200-½
Pope VOR	Simmons VOR	Direct	2000	C-dn	400-1	500-1	500-1½
Pope HW	Simmons VOR	Direct	2000	S-dn-27	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar terminal transition altitude 2500' within 15 miles of Simmons AAF. (Raleigh approach control.)
Procedure turn N side of crs, 089° Outbnd, 269° Inbnd, 1700' within 10 miles.
Minimum altitude over facility on final approach crs, 700'.
Crs and distance, facility to airport, 269°—0.6 mile (considered on airport).
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, turn left, climb to 2000' and proceed direct to FAY-VOR.
NOTE: Authorized for military use only, except by prior arrangement.
Other change: Deletes transition from Fayetteville-MHW.
MSA within 25 miles of facility: 000°-180°—1500'; 180°-270°—1700'; 270°-360°—1800'.

City, Fort Bragg; State, N.C.; Airport Name, Simmons AAF; Elev., 235'; Fac. Class., VOR; Ident., FBG; Procedure No. TerVOR-27, Amdt. 1; Eff. Date, 27 Mar. 65; Sup. Amdt. No. Orig.; Dated, 5 Aug. 61

GRI VOR	HSI VOR	Direct	3700	T-dn	300-1	300-1	300-1
				C-dn*	600-1	600-1	600-1½
				S-dn-32	600-1	600-1	600-1
				A-dn#	800-2	800-2	800-2

Procedure turn E side of crs, 134° Outbnd, 314° Inbnd 3500' within 10 miles.
Minimum altitude over facility on final approach crs, 2560'.
Facility on airport. Breakoff point to Runway 32, 320°—1.0 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing HSI VOR, climb to 3700' on R-327 within 15 miles, make left turn and return to HSI VOR.
NOTE: When IFR flight planned to N, NW, or NE, maintain runway heading 140°-320° (as appropriate) until reaching 3700' before departing on crs.
CAUTION: 2707' tower 2.8 miles NNE of airport.
*Lights operating on Runway 14-32 only.
#Alternate minimums authorized only during hours control zone effective.
Altimeter setting from GRI FSS.
MSA within 25 miles of facility: 315°-225°—3700'; 225°-315°—4200'.

City, Hastings; State, Nebr.; Airport Name, Municipal; Elev., 1994'; Fac. Class., T-BVOR; Ident., HSI; Procedure No. TerVOR-32, Amdt. Orig.; Eff. Date, 27 Mar. 65

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Bridgeport VOR	HVN VOR	Direct	2000	T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				S-dn-1	500-1	500-1	500-1
				A-dn	NA	NA	NA
				If Branford Int received, the following minimums apply:*			
				S-dn-1	400-1	400-1	400-1

Procedure turn E side of crs, 205° Outbnd, 025° Inbnd, 1600' within 10 miles.
Minimum altitude over facility on final approach, 500' (400' if Branford Int received).*
Crs and distance, breakoff point to approach end of runway, 016°—0.4 mile.
Crs and distance, Branford Int to airport, 025°—5.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of HVN VOR, climb on R-025 to 1600' within 5 miles then make left-climbing turn to 1900'. Proceed direct to HVN-VOR. Hold NE HVN-VOR R-025 1-minute left turns, Inbnd crs, 205°.
NOTES: Weather reporting by U.S. Weather Bureau 0700 to 1700 local time. No tower communication at airport. Contact Westchester approach control for ATC clearance. Medium intensity runway lights on all runways available upon prior request to airport manager.
MSA within 25 miles of facility: 270°-090°—2100'; 090°-270°—1600'.

City, New Haven; State, Conn.; Airport Name, Tweed-New Haven; Elev., 15'; Fac. Class., T-BVOR; Ident., HVN; Procedure No. TerVOR, Amdt. 5; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 4; Dated, 14 Mar. 64

HLG VOR	IRL VOR	Direct	3000	T-dn	300-1	300-1	200-½
AGC VOR	IRL VOR	Direct	3000	C-dn#	600-1	600-1	600-1½
				S-dn-32#	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2
				If radar fix is received, the following minimums apply:#			
				C-dn	500-1	500-1	500-1½
				S-dn-32##	400-1	400-1	400-1

Radar vectoring authorized in accordance with approved patterns.
Procedure turn N side of crs, 122° Outbnd, 302° Inbnd, 3000' within 10 miles of IRL VOR.
Minimum altitude over radar fix* on final approach crs, 1800'; over IRL VOR, 1600' if radar fix received.
Facility on airport. Breakoff point to Runway 32, 320°—1 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing IRL VOR, make left-climbing turn to 3000', proceeding to Creek RBn. Hold W, 1-minute right turns, 097° Inbnd.
CAUTION: Descent below procedure turn altitude not authorized until established on final approach crs Inbnd within 9 miles of facility. 2042' radio tower 9.9 miles ENE of facility and 1616' radio tower 9.8 miles E of facility at outer edge of final approach area.
*Radar fix is the IRL R-122 at 5 miles from radar antenna.
#400-¾ authorized, except for 4-engine turbojet aircraft, with operative REIL.
MSA within 25 miles of facility: 000°-270°—3100'; 270°-360°—2800'.

City, Pittsburgh; State, Pa.; Airport Name, Greater Pittsburgh; Elev., 1203'; Fac. Class., BVORTAC; Ident., IRL; Procedure No. TerVOR-32, Amdt. 2; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 1; Dated, 23 Jan. 65

5. By amending the following very high frequency omnir ange-distance measuring equipment (VOR/DME) procedures prescribed in § 97.15 to read:

VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.
If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
12-mile DME fix R-328	8-mile DME fix R-328 (final)	Direct	1700	T-dn#	300-1	300-1	200-½
8-mile DME fix R-328	4-mile DME fix R-328 (final)	Direct	1000	C-dn*	600-1	600-1	600-1½
4-mile DME fix R-328	2-mile DME fix R-328 (final)	Direct	800	A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn not authorized.
Minimum altitude over facility on final approach crs, 600'.
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing BOS VOR, climb to 2000 feet on BOS VOR R-148 to Cohasset Int. Hold SE of Cohasset Int on R-148, right turns, 1 minute.
NOTE: When authorized by ATC, DME may be used within 12 miles at 2400' between R-238 clockwise to R-328 to position aircraft for final approach.
CAUTION: 370' stack 1.2 miles SW, 505' building 1.4 miles W, 772' building 3.1 miles W, 1349' antennas 10.5 miles W of airport boundary.
#Departures from Runway 27 make left turn to crs 260° as soon as practicable after takeoff.
*No circling W of airport authorized from centerline extended Runway 4L clockwise to centerline extended Runway 15 when ceiling is less than 800'.
MSA within 25 miles of facility: 000°-180°—1500'; 180°-360°—2300'.

City, Boston; State, Mass.; Airport Name, General Edward Lawrence Logan International; Elev., 19'; Fac. Class., BVORTAC; Ident., BOS; Procedure No. VOR/DME No. 1, Amdt. 1; Eff. Date, 27 Mar. 65; Sup. Amdt. No. Orig.; Dated, 31 Aug. 63

6. By amending the following instrument landing system procedures prescribed in § 97.17 to read:

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings*, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
BRO VOR	LOM	Direct	1600	T-dn	300-1	300-1	300-1
BRO RBn	LOM	Direct	1600	C-dn	400-1	500-1	500-1½
Frasos Int	LOM (final)	Via Loc	1100	S-dn-17L*	200-½	200-½	200-½
				A-dn	600-2	600-2	600-2

Procedure turn W side N crs, 353° Outbnd, 173° Inbnd, 1600' within 10 miles. Beyond 10 miles not authorized.
Minimum altitude at glide slope interception Inbnd, 1100'.
Altitude of glide slope and distance to approach end of runway at OM 1050'—3.8 miles; at MM 395'—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, turn left, climb to 1600' on BRO VOR R-062 within 15 miles or, when directed by ATC, climb to 1200' on S crs ILS within 4.5 miles.
Other change: Deletes caution note.
*400-¾ required when glide slope not utilized.

City, Brownsville; State, Tex.; Airport Name, Rio Grande Valley International; Elev., 22'; Fac. Class., ILS; Ident., I-BRO; Procedure No. ILS-17L, Amdt. 19; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 18; Dated, 25 Jan. 64

Ventura VOR	Thousand Oaks Int	Direct	5000	T-dn	300-1	300-1	300-1
Thousand Oaks Int	Woodland Int (final)	Direct	3200	C-d	700-1	700-1	700-1½
Twin Lakes Int	Woodland Int	Direct	4500	C-n	700-2	700-2	700-2
Fillmore VOR	Woodland Int	Direct	4500	A-dn	800-2	800-2	800-2
Int LAX-VOR R-276 and LHS R-169	Woodland Int	Direct	4500	If 4-mile radar fix received W of airport, the following minimums apply:			
				C-dn	500-1	500-1	500-1½

Radar transitions and vectoring using Burbank Radar via approved patterns authorized.
Procedure turn not authorized. Hold at Woodland Int, right hand 1-minute, 4000'.
Minimum altitude over Woodland Int on final approach crs, 3200'.
Crs and distance, Woodland Int to airport, 076°—0.8 miles.
BUR ILS OM on Van Nuys Airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb straight ahead within 3.0 miles of BUR ILS OM, reverse crs to the left and climb via W crs BUR ILS Loc. to Woodland Int. Cross Woodland Int at minimum altitude, 3200'.
CAUTION: Disregard glide slope indications.

City, Los Angeles (formerly Van Nuys); State, Calif.; Airport Name, Van Nuys; Elev., 800'; Fac. Class., BUR ILS Loc.; Ident., I-BUR; Procedure No. ILS-08, Amdt. 3; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 2; Dated, 7 Apr. 62

MEM VOR	LOM	Direct	1900	T-dn#	300-1	300-1	200-½
Independence Int	LOM	Direct	1900	C-dn	500-1	500-1	500-1½
Coldwater Int	LOM	Direct	1900	S-dn-35*	200-½	200-½	200-½
Walls Int	LOM	Direct	1900	A-dn	600-2	600-2	600-2
Porter Int	LOM	Direct	1900				

Radar vectoring authorized in accordance with approved patterns.
Procedure turn E side of crs, 174° Outbnd, 354° Inbnd, 1900' within 10 miles.
Minimum altitude at glide slope interception Inbnd, 1700'.
Altitude of glide slope and distance to approach end of runway at OM, 1694'—4.7 miles; at MM, 531'—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2500' on crs of 354° from LOM within 15 miles or, when directed by ATC, turn left, climb to 1800' on R-271 MEM VOR within 15 miles.
*500-¾ required when glide slope not utilized. If Hess Int is received, 400-¾ authorized when glide slope is not utilized.
#AIR CARRIER NOTE: Takeoff with less than 200-½ not authorized on Runway 14-32.

City, Memphis; State, Tenn.; Airport Name, Memphis Metropolitan; Elev., 331'; Fac. Class., ILS; Ident., I-TSE; Procedure No. ILS-35, Amdt. 5; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 4; Dated, 9 Jan. 65

Kismburg VHF Int	Prospect VHF Int	Direct	2500	T-dn	300-1	300-1	200-½
LGA VOR	Prospect VHF Int	Direct	2500	C-dn	700-1	700-2	700-2
Liberty VHF Int	Int SW crs LGA ILS and JFK R-270	Via Radar vectors to JFK R-270.	2500	S-dn-4*	400-¾	400-¾	400-¾
Int SW crs LGA ILS and JFK R-270	Prospect Int (final)	Direct	2500	A-dn	700-2	700-2	700-2

Radar vectors may be substituted for the above transitions.
Procedure turn S side SW crs, 224° Outbnd, 044° Inbnd, 2500' S of Prospect Int but within 10 miles of LOM.
Minimum altitude at glide slope interception Inbnd, 2500' at Prospect Int.
Altitude of glide slope and distance to approach end of runway at OM 1310—3.9 miles, at MM 295—0.7 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 4000' on LGA VOR R-046 to Stamford VHF Int, cross Scarsdale VHF Int at 3000' or above. Hold NE Stamford Int 1-minute left turns, Inbnd crs, 226°.
CAUTION: (1) Standard clearance not provided over obstructions in final approach area, circling area of airport, and in missed approach area. (2) Unlighted obstructions in approach zone (Runway 4) protruding 40' above lights at beginning of approach lightlane decreasing to 10' above lights at 1100' from approach end of runway. (3) Tower 410' 3.8 miles SW, tower 390'—3.5 miles SW, building 968'—0.7 miles SW.
AIR CARRIER NOTE: Adjustment of alternate ceiling and visibility minimums not authorized.
Other change: Deletes note regarding takeoff minimums and air carrier note regarding circling minimums.
*500-1 required with glide slope inoperative. 400-1 required with approach lights inoperative.

City, New York; State, N.Y.; Airport Name, La Guardia; Elev., 21'; Fac. Class., ILS; Ident., I-LGA; Procedure No. ILS-4, Amdt. 22; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 21; Dated, 2 Apr. 64

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn	300–1	300–1	300–½
				C-dn	700–1	700–2	700–2
				S-dn-13	600–1	600–2	600–2
				A-dn	800–2	800–2	800–2

Radar transitions authorized in accordance with approved radar patterns.
Procedure turn not authorized.
Minimum altitude over radar fix on final approach crs, 1600'.
Crs and distance radar fix to airport, 135°—5.2 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.2 miles after leaving radar fix or crossing the 234° bearing from the UR LOM, make climbing-left turn to 2000' proceed direct to UR LOM. Hold NE of UR LOM 1-minute left turn, Inbnd crs, 223°.
NOTE: Localizer procedure only; no locators, markers, or glide slope.
CAUTION: This procedure authorized only with LGA radar.
AIR CARRIER NOTES: (1) Sliding scale not authorized for landings. (2) Adjustment of alternate ceiling and visibility minimums not authorized.
Other changes: Deletes note regarding takeoff minimums Runway 4–31 and note regarding sliding scale not applicable to circling minimums.

City, New York; State, N.Y.; Airport Name, La Guardia; Elev., 21'; Fac. Class., ILS; Ident., I-GDI; Procedure No. ILS-13, Amdt. 1; Eff. Date, 27 Mar. 65; Sup. Amdt. No. Orig.; Dated, 18 July 64

Scarsdale Int	UR LOM (final)	Direct	1500	T-dn	300–1	300–1	200–½
				C-dn	700–1	700–2	700–2
				S-dn-22#	500–1	500–1	800–1
				A-dn	800–2	800–2	800–2

Radar transitions authorized in accordance with approved radar patterns.
Procedure turn N side of NE crs, 044° Outbnd, 224° Inbnd, 2000' within 10 miles of UR LOM.
Minimum altitude over facility on final approach crs, 1500'.
Crs and distance, UR LOM to airport, 224°—6.0 miles.
No glide slope.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2500' on crs of 224° to Prospect Int. Hold SW of Prospect Int, 1-minute left turns, Inbnd, 041°.
AIR CARRIER NOTE: 1. Sliding scale not authorized for landings. 2. Adjustment of alternate ceiling and visibility minimums not authorized.
CAUTION: Bridge tower 383'—2.5 miles NE and tank 422'—1.7 miles N of airport.
Other change: Deletes note regarding takeoff minimums.
#Do not descend below 700' until passing Castle FM.

City, New York; State, N.Y.; Airport Name, La Guardia; Elev., 21'; Fac. Class., ILS; Ident., I-URD; Procedure No. ILS-22, Amdt. 2; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 1; Dated, 15 Feb. 64

ORL VOR	LOM	Direct	1900	T-dn	300–1	300–1	200–1
				C-dn	#400–1	500–1	500–1½
				S-dn-7*	300–¾	300–¾	300–¾
				A-dn	600–2	600–2	600–2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn S side of crs, 246° Outbnd, 066° Inbnd, 1900' within 10 miles.
Minimum altitude at glide slope interception Inbnd, 1900'.
Altitude of glide slope and distance to approach end of runway at OM, 1825'—5.4 miles; at MM, 326'—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, turn left, climb to 2000' on R-014 within 20 miles of ORL VOR or when directed by ATC, turn right, climb to 2000' on R-070 within 20 miles of ORL VOR.
*500–¾ required with glide slope inoperative.
#500–1 required with glide slope inoperative.

City, Orlando; State, Fla.; Airport Name, Herndon; Elev., 113'; Fac. Class., ILS; Ident., I-ORL; Procedure No. ILS-7, Amdt. 4; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 3; Dated, 9 Jan. 65

ORL VOR	Barton Int	Direct	1600	T-dn	300–1	300–1	200–½
ORL LOM	Barton Int	Direct	1700	C-dn	400–1	500–1	500–1½
MCO RBn	Barton Int	Direct	1600	S-dn-25#	400–1	400–1	400–1
				A-dn	800–2	800–2	800–2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn S side of crs, 066° Outbnd, 246° Inbnd, 1600' within 10 miles of Barton Int. Nonstandard due to Sanford NAS traffic to the N.
Minimum altitude over Barton Int on final approach crs, 1600'.
Crs and distance, Barton Int to airport, 246°—6.0 miles.
No glide slope.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.0 miles after passing Barton Int, turn right, climb to 2000' on ORL VOR R-308 within 20 miles of ORL VOR or, when directed by ATC, climb straight ahead to 2000' on the SW crs of ILS within 20 miles.
#400–¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

City, Orlando; State, Fla.; Airport Name, Herndon; Elev., 113'; Fac. Class., ILS; Ident., I-ORL; Procedure No. ILS-25 (back crs), Amdt. 4; Eff. Date, 27 Mar. 65; Sup. Amdt No. 3; Dated, 15 Aug. 64

Wheeling VOR	Hookstown Int	Direct	3000	T-dn	300–1	300–1	200–½
Hookstown Int	Creek RBn (final)	Direct	3000	C-dn	500–1	500–1	500–1½
Ellwood City VOR@	Hookstown Int	Direct	3000	S-dn-10L*	300–¾	300–¾	300–¾
Allegheny VOR@	Hookstown Int	Direct	3000	A-dn	600–2	600–2	600–2
Creek RBn	ILS OM (final)	Direct	2700				

Radar vectoring authorized in accordance with approved patterns.
Procedure turn S side crs, 277° Outbnd, 097° Inbnd, 3000' within 10 miles of Creek RBn.
Minimum altitude at glide slope interception Inbnd, 2700'. (Glide slope may be intercepted at 3000' between Creek RBn and ILS OM).
Altitude of glide slope and distance to approach end of runway at OM 2665'—4.3 miles; at MM 1442'—0.5 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 3000' on 102° crs to GP LOM, hold E, 1-minute right turns, 277° Inbnd.
Major change: Deletes Hookstown Int to OM (final), RVR deleted.
*400–¾ required with glide slope inoperative.
@Transitions from EWC and AGC require holding pattern entry for nonradar operation.

City, Pittsburgh; State, Pa.; Airport Name, Greater Pittsburgh; Elev., 1203'; Fac. Class., ILS; Ident., I-LXB; Procedure No. ILS-10L, Amdt. 5; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 4; Dated, 25 Jan. 65

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Imperial VOR*	Sprint Int	Direct	3000	T-dn	300-1	300-1	200-½
Ellwood City VOR*	Spring Int	Direct	3000	C-dn	500-1	500-1	500-1½
Wheeling VOR	Spring Int	Direct	3000	S-dn-10R#	400-1	400-1	400-1
Allegheny VOR*	Spring Int	Direct	3000	A-dn	800-2	800-2	800-2
Spring Int	Clinton Int (final)	Direct	2200				

Radar vectoring authorized in accordance with approved patterns.
Procedure turn S side of crs, 277° Outbnd, 097° Inbnd, 3000' within 10 miles of Clinton Int.
No glide slope. Minimum altitude over Clinton Int on final approach crs, 2200'.
Crs and distance, Clinton Int to Runway 10R, 097°—4.0 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.0 miles after passing Clinton Int, climb to 3000' on E crs GPS ILS to GP LOM. Hold E right turns, 1 minute, 277° Inbnd.
CAUTION: Runway 28R approach: Fluorescent street lighting alined with Runway 28R and terminating approximately ¾ mile from runway, can be mistaken for runway lights.
*Transition from IRL, EWC, and AGC VOR's require holding pattern entries during nonradar operation.
#400-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

City, Pittsburgh; State, Pa.; Airport Name, Greater Pittsburgh; Elev., 1203'; Fac. Class., ILS; Ident., I-GPB; Procedure No. ILS-10R (back crs), Amdt. 6; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 5; Dated, 23 Jan. 65

Imperial VOR	Highland Int	IRL R-097	3000	T-dn**	300-1	300-1	200-½
Ellwood City VOR	Highland Int	EWC R-153	3000	C-dn	500-1	500-1	500-1½
Allegheny VOR	Highland Int	AGC R-027	3000	S-dn-28L*%#	200-½	200-½	200-½
Highland Int	GP LOM (final)	Direct	3000	A-dn	600-2	600-2	600-2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn N side of crs, 097° Outbnd, 277° Inbnd, 3000' within 10 miles of GP LOM.
Minimum altitude at glide slope int Inbnd, 3000'.
Altitude of glide slope and distance to approach end of runway at OM, 2980'—5.6 miles; at MM, 1384'—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 3000' on a 282° crs to Creek RBn. Hold W right turns, 1 minute, 097° Inbnd.
NOTE: Holding pattern entry required at Highland Int during nonradar operation.
CAUTION: Runway 28–R approach—fluorescent street lighting alined with Runway 28–R and terminating approximately ¾ mile from runway, can be mistaken for runway lights.
*600-¾ required with glide slope inoperative.
%Runway visual range 2600' also authorized for landing on Runway 28L, provided all components of the ILS high-intensity runway lights, approach lights, condenser discharge flashers, outer compass locator, and all related airborne equipment are in satisfactory operating condition. Descent below 1368' shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.
**Runway visual range 2600' also authorized for takeoff on Runway 28L in lieu of 200-½ when 200-½ is authorized, providing high-intensity runway lights are operational.
#S-dn-28L altitude 1368' authorized for straight-in only. (200 feet above elevation of Runway 28L.)

City, Pittsburgh; State, Pa.; Airport Name, Greater Pittsburgh; Elev., 1203'; Fac. Class., ILS; Ident., I-GPB; Procedure No. ILS-28L, Amdt. 10; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 9; Dated, 23 Jan. 65

Ordway Int	Avondale Int	Direct	6600	T-dn%	300-1	300-1	200-½
Pueblo VOR	PCX RBn	Direct	6600	C-dn	600-1	600-1	600-1½
Avondale Int	PCX RBn (final)	Direct	5800	S-dn-25#	400-1	400-1	400-1
Hanover Int	PCX RBn	Direct	6600	A-dn	800-2	800-2	800-2
FU LOM	PCX RBn	Direct	6600				

Procedure turn N side of crs, 075° Outbnd, 255° Inbnd, 6600' within 10 miles of PCX RBn.
Minimum altitude over PCX RBn on final approach, 5800'.
Crs and distance, PCX RBn to airport, 255°—6.0 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.0 miles after passing PCX RBn, climb to 7000' direct to LOM or, when directed by ATC, turn left and climb to 7000' on R-163 PUB-VOR within 10 miles.
CAUTION: Tower 6322'—5.5 miles NW of field.
#400-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.
%Takeoffs all runways: Runway 35, right turn climb direct to PUB VORTAC.
Runways 30, 25, 17, and 7, left turn climb direct to PUB VORTAC. V-81/83 northbound cross PUB VORTAC 6000'.
Northwestbound via PUB VORTAC R-314, cross PUB VORTAC 6500'. Westbound V-244 climb on PUB VOR R-080 within 10 miles to cross PUB VORTAC 8200'.

City, Pueblo; State, Colo.; Airport Name, Pueblo Memorial; Elev., 4725'; Fac. Class., ILS; Ident., I-PUB; Procedure No. ILS-25 (back crs) Amdt. 4; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 3; Dated, 6 Mar. 65

Harbor View Int	Holland Int (final)	Direct	2000	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-25#	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved radar patterns.
Procedure turn N side of crs, 069° Outbnd, 249° Inbnd, 2600' within 10 miles of Holland Int.
No glide slope or markers. Descend to landing minimums after passing Holland Int. Minimum altitude over Holland Int, 2000'.
Crs and distance, Holland Int to Runway 25, 249°—4.7 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.7 miles after passing Holland Int, climb straight ahead to 2100' on 249° crs to Toledo LOM. Hold SW Toledo LOM, right turns, 1-minute, 069° Inbnd.
CAUTION: Tower 865'—1¾ miles S of middle marker.
#400-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

City, Toledo; State, Ohio; Airport Name, Toledo Express; Elev., 684'; Fac. Class., ILS; Ident., I-TOL; Procedure No. ILS-25 (back crs), Amdt. 6; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 5; Dated, 2 Nov. 63

ICT VOR	LOM	Direct	2700	T-dn	300-1	300-1	200-½
Conway Int	LOM	Direct	2900	C-dn	400-1	500-1	500-1½
Mayfield Int	Anson Int*	Direct	3000	S-dn-1	200-½	200-½	200-½
Anson Int*	LOM (final)	Direct	2600	A-dn	600-2	600-2	600-2
Mayfield Int	LOM	Direct	3000				

Radar vectoring to final approach crs authorized in accordance with approved patterns.
Procedure turn W side of crs, 190° Outbnd, 010° Inbnd, 2700' within 10 miles. (Procedure turn nonstandard to avoid McConnell AFB.)
Minimum altitude at glide slope interception Inbnd, 2600'.
Altitude of glide slope and distance to approach end of runway at OM, 2528'—4.1 miles; at MM, 1523'—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make left turn, climb to 3400' proceeding outbound on R-216 ICT-VOR within 20 miles crs, when directed by ATC, climb to 3400' on N crs ICT ILS, intercept R-027 ICT-VOR, proceed to Whitewater Int.
CAUTION: Simultaneous approaches being conducted on McConnell AFB. 2444' tower 8.4 miles NNW of airport.
NOTE: Aircraft executing missed approach may be radar vectored after being reidentified.
Radar identification of Anson Int., required; otherwise procedure turn will be executed.

City, Wichita; State, Kans.; Airport Name, Wichita Municipal; Elev., 1332'; Fac. Class., ILS; Ident., I-ICT; Procedure No. ILS-1, Amdt. 7; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 6; Dated, 30 Apr. 64

7. By amending the following radar procedures prescribed in § 97.19 to read:

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach, except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
		Within:		Surveillance approach			
0	360	10 miles	2800				
0	360	25 miles	3000				
				T-dn	300-1	300-1	300-1½
				C-dn	400-1	500-1	500-1½
				S-dn*	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2800' within 10 miles, proceed to LOM, hold S, 006° Inbnd, right turns, 1-minute pattern.

CAUTION: Smoke stack 1335'—2.5 miles SE Runway 32. Antenna 1410'—4.5 miles S Runway 1.

*Runways 1, 19: 400-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

*Runway 1: 400-½ authorized, except for 4-engine turbojet aircraft, with operative ALS.

*Runway 23: 400-¾ authorized, except for 4-engine turbojet aircraft, with operative REIL.

City, Akron; State, Ohio; Airport Name, Akron-Canton; Elev., 1228'; Fac. Class. and Ident., Akron Radar; Procedure No. 1, Amdt. 2; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 1; Dated, 20 Apr. 63

		Within:		Surveillance approach			
350°	330°	30 miles	2200				
330°	350°	30 miles	2300				
117°	010°	15 miles	2000				
010°	025°	10 miles	2000				
				T-dn	300-1	300-1	300-1½
				C-dn*	400-1	500-1	500-1½
				C-dn**	700-1	700-1	700-1½
				S-dn*#	400-1	400-1	400-1
				S-dn**	700-1	700-1	700-1
				A-dn	800-2	800-2	800-2

Radar terminal area transition altitudes—all bearings are from the radar site with sector azimuths progressing clockwise.

Radar control will provide 1000' vertical clearance within a 3-mile radius of towers 1746'—9 miles ENE; 1550'—24 miles NE; 1260'—2.5 miles E; 1120'—12 miles NW and water tank 1083'—4 miles SSE.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, Runways 4 and 36: Climb to 2800' and proceed to New Baltimore Int. Hold N 1-minute right turns, 186° Inbnd. Runways 9, 18, 22, and 27: Climb to 2000' and proceed S to Union Int. Hold S 1-minute right turns, 360° Inbnd.

*Runways 4, 9, 18, 36.

**Runways 22 and 27.

#400-¾ authorized for Runways 18 and 36, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

#400-½ authorized for Runways 18 and 36, except for 4-engine turbojet aircraft, with operative ALS.

City, Covington; State, Ky.; Airport Name, Greater Cincinnati; Elev., 890'; Fac. Class. and Ident., Cincinnati Radar; Procedure No. 1, Amdt. 5; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 4; Dated, 7 Sept. 63

000°	360°	20 miles	2000	Surveillance approach			
				T-dn**	300-1	300-1	300-1½
				C-dn	400-1	500-1	500-1½
				S-dn-13L%$ 13R$, 18, 31R$ 31L$, 36	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2
				Precision approach			
				T-dn**	300-1	300-1	300-1½
				S-dn-13L##	200-½	200-½	200-½
				A-dn	600-2	600-2	600-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, (1) Climb to 2000' on runway heading within 10 miles, or (2) start climb to 2000', turn as directed by ATC and proceed to DAL VOR; or (3) start climb to 3300', turn as directed by ATC and proceed to DCV MHW.

CAUTION: 695' tank 1.7 miles SE of Runway 31. 1044' building 3.9 miles SE of Runway 31 on centerline.

*Radar control will provide 1000' vertical clearance within a 3-mile radius from radio TV towers 1108'—20 miles N, 2349'—16 miles SSW, 1230'—10 miles NNW of airport, buildings 1095'—4.2 miles SSE.

#Maintain at least 1400' until 3.5 miles from the approach end of Runway 31 and 1000' until 1.4 miles from the approach end of Runway 31.

##Runway visual range 2600' also authorized for landing on Runway 13L; provided that all components of the PAR, high-intensity runway lights, approach lights, condenser-discharge flashers, outer compass locator, and all related airborne equipment are in satisfactory operating condition. Descent below 685' shall not be made unless visual contact with approach lights has been established or the aircraft is clear of clouds.

**Runway visual range 2600' also authorized for takeoff on Runway 13L in lieu of 200-½ when 200-½ is authorized; providing high-intensity runway lights are operational.

%400-½ authorized, except for 4-engine turbojet aircraft, with operative ALS.

$400-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

City, Dallas; State, Tex.; Airport Name, Dallas Love Field; Elev., 485'; Fac. Class. and Ident., Dallas Radar; Procedure No. 1, Amdt. 11; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 10; Dated, 19 Dec. 64

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
360°.....	140°.....	Within 15 miles...	2000	Precision approach			
				S-dn-27.....	300-¾	300-¾	300-¾
				Surveillance approach			
				T-dn.....	300-1	300-1	200-¾
				C-dn.....	400-1	500-1	500-1¼
				S-dn-27.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Radar terminal area transition altitudes—all bearings are from radar site with sector azimuths progressing clockwise.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, turn left, climb to 2000', proceed direct to FAY VOR.
NOTE: Authorized for military use only, except by prior arrangement.

City, Fort Bragg; State, N.C.; Airport Name, Simmons AAF; Elev., 235'; Fac. Class. and Ident., Simmons AAF Radar; Procedure No. 1, Amdt. 2; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 1; Dated, 25 Mar. 61

All directions#.....	Radar site#.....	20 miles.....	2500	Surveillance approach			
				T-dn.....	300-1	300-1	200-¼
				C-d.....	600-1½	600-1½	600-1½
				C-n.....	600-2	600-2	600-2
				S-dn-R-33.....			
				R-15.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2
				Precision approach			
				T-dn.....	300-1	300-1	200-¼
				S-dn-R-33.....	300-1	300-1	300-1
				S-dn-R-15.....	300-1	300-1	300-1
				A-dn.....	600-2	600-2	600-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, R-15: Climb to 2500' on Heading 150, turn right and proceed direct to GRK RBn. R-33: Climb to 2500' on Heading 330, turn left if beyond GRK RBn, and proceed direct to GRK RBn.
Alternate Missed Approach: When requested by ATC, climb to 2500' on runway heading and proceed, as directed, to HLR VOR.
NOTE: Authorized for military use only except by prior arrangement.
CAUTION: 1200 terrain within 0.2 mile both sides of approach runway.
#Radar vectoring beyond 10 mile not authorized below 4000' in the following quadrants: 085° clockwise to 130° and 235° clockwise to 285°. All bearings and distance are from radar antenna.

City, Fort Hood; State, Tex.; Airport Name, Gray AAF; Elev., 1015'; Fac. Class., and Ident., Gray AAF Radar; Procedure No. 1, Amdt. Orig.; Eff. Date, 27 Mar. 65

295°.....	215°.....	Within:		Surveillance approach			
260°.....	215°.....	10 miles.....	2000				
215°.....	295°.....	10-25 miles.....	2500	T-dn.....	300-1	300-1	200-¼
		25 miles.....	2500	C-dn.....	400-1	500-1	500-1¼
				S-dn-2L%.....	400-1	400-1	400-1
				S-dn-31, 13 and 20R#	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Radar terminal area transition altitudes—all bearings are from radar site with sector azimuths progressing CW.
Radar will provide 1000' vertical clearance within a 3-mile radius of the following towers: 9.5 miles NW 2049', 9 miles W 2049', 9 miles SW 2049', 10 miles SSW 1490'.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, Runway 2L: Climb to 2000' on N crs ILS or on crs 015° from LOM (HW) within 15 miles of airport. Runway 31: Make right turn and climb to 3000' on R-335 of BNA-VOR within 20 miles. Runway 13: Climb to 2500' and proceed direct to BNA-VOR and hold SE on R-132, right turns 1 minute. Runway 20R: Climb to 2500' on S crs ILS or on crs 195° to LOM (HW) within 15 miles of airport.
#Maintain 1200' until 2 miles from end of runway on final to Runway 20R.
%400-½ authorized, except for 4-engine turbojet aircraft, with operative ALS.

City, Nashville; State, Tenn.; Airport Name, Nashville Metropolitan; Elev., 597'; Fac. Class. and Ident., Nashville, Radar; Procedure No. 1, Amdt. 6; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 5, Dated, 7 July 62

240°.....	360°.....	15 miles.....	2500	Surveillance approach			
360°.....	110°.....	15 miles.....	1600				
110°.....	180°.....	15 miles.....	2200	T-dn.....	300-1	300-1	200-¼
180°.....	240°.....	15 miles.....	1700	C-dn.....	700-1	700-2	700-2
240°.....	240°.....	10 miles.....	1600	S-dn-4, 13, and 22.	700-1	700-2	700-2
	290°.....	10 miles.....	2500	S-dn-31.....	600-1	600-2	600-2
				A-dn.....	800-2	800-2	800-2
				Precision approach			
				T-dn.....	300-1	300-1	200-¼
				C-dn.....	700-1	700-2	700-2
				S-dn-4*.....	400-¾	400-¾	400-¾
				A-dn.....	700-2	700-2	700-2

AIR CARRIER NOTES: (1) Sliding scale not authorized for landings except for straight in precision approach to Runway 4. (2) Adjustment of alternate ceiling and visibility minimums not authorized.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, Runway 4: Climb to 4000' on LGA-VOR R-046 to Stamford Int, cross Scarsdale Int at 3000' or above. Hold NE Stamford Int 1-minute left turns, Inbnd crs, 226°. Runway 13: Make left-climbing turn to 4000' on LGA-VOR R-046 to Stamford Int, cross Scarsdale Int at 3000' or above. Hold NE Stamford Int 1-minute left turns, Inbnd crs, 226°. Runway 31: Make right-climbing turn to 4000' on LGA-VOR R-046 to Stamford Int, cross Scarsdale Int at 3000' or above. Hold NE Stamford Int 1-minute left turns, Inbnd crs, 226°. Runway 22: Climb to 2500' on LGA-VOR R-221 to Prospect Int. Hold SW Prospect Int 1-minute left turns, Inbnd crs, 041°.
CAUTION: (1) Standard clearance not provided over obstructions in final approach area (Runway 4) and in missed approach area. (2) Unlighted obstructions in approach zone (Runway 4) protruding 40' above lights at beginning of approach lightlane decreasing to 10' above lights at 1100' from approach end of runway. (3) Tower 415'—3.8 miles SW, tower 390'—3.5 miles SW, building 968'—6.7 miles SW.
Other changes: Deletes note regarding sliding scale not applicable to circling minimums. Deletes note regarding takeoff minimums Runways 4-31.
*400-1 required with approach lights inoperative.

City, New York; State, N.Y.; Airport Name, La Guardia; Elev., 21'; Fac. Class. and Ident., La Guardia Radar; Procedure No. 1, Amdt. 13; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 12; Dated, 17 Aug. 63

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Radar terminal area maneuvering sectors and altitudes														Ceiling and visibility minimums			
From	To	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Condition	2-engine or less		More than 2-engine, more than 65 knots
															65 knots or less	More than 65 knots	
000°	360°	10 miles	%2500	20 miles	3000	-------	-------	40 miles	5000	-------	-------	-------	-------	Surveillance approach			
000°	340°	-------	-------	25 miles	3000	30 miles	4000	-------	-------	-------	-------	-------	-------				
340°	360°	-------	-------	25 miles	4000	-------	-------	-------	-------	-------	-------	-------	-------	T-dn#	300-1	300-1	200-½
														C-dn	500-1	500-1	500-1½
														S-dn@	500-1	500-1	500-1
														S-dn-10L## 28L and 10R, A-dn	400-1 800-2	400-1 800-2	400-1 800-2
														Precision approach			
														S-dn-28L*	200-½	200-½	200-½
														A-dn	600-2	600-2	600-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished: Runways 5, 10R, 10L, 14: Climb to 3000' within 10 miles and proceed to GP LOM, hold E right turn, 1-minute, 277° Inbnd. Runways 23, 28R, 28L, 32: Climb to 3000' within 10 miles and proceed to Creek RBn. Hold W, right turn, 1-minute, 097° Inbnd.

CAUTION: Runway 28R approach: Fluorescent street light aligned with Runway 28R and terminating approximately ¾ mile from runway end. Can be mistaken for runway lights.

*Runway visual range 2600' also authorized for landing on Runway 28L providing all components of the PAR, high-intensity runway lights, approach lights, condenser discharge flashers, and outer compass locator are operating satisfactorily. Descent below 1368' shall not be made unless visual contact with the approach lights have been established or the aircraft is clear of clouds.

#Runway visual range 2600' also authorized for takeoff on Runway 28L in lieu of 200-½ when 200-½ is authorized, providing high-intensity runway lights are operational.

@All runways except 10L, 28L, and 10R.

%Radar Control will provide 1000' vertical clearance within 3-mile radius of 2049' TV antenna 10 miles E of radar antenna.

##Runway 28L, 10L, and 10R: 400-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

##Runway 28L, 10L: 400-½ authorized, except for 4-engine turbojet aircraft, with operative ALS.

City, Pittsburgh; State, Pa.; Airport Name, Greater Pittsburgh; Elev., 1203'; Fac. Class. and Ident., Pittsburgh Radar; Procedure No. 1, Amdt. 8; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 7; Dated, 28 Nov. 64

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
280° CW	330°	Within:		Surveillance approach			
330° CW	280°	10 miles	2200				
280° CW	330°	20 miles	2200	T-dn	300-1	300-1	200-½
330° CW	280°	10-30 miles	2300	C-dn	500-1	500-1	500-1½
		20-30 miles	2300	S-dn#	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved radar patterns.

Radar control will provide 1000' vertical clearance within a 3-mile radius of the 1629' and 1625' towers 18 miles NE of airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, Runway 7: Make climbing-right turn to 2300', proceed to Waterville VOR. Hold SE Waterville VOR R-140, right turns, 1 minute, 320° Inbnd. Runway 16: Make climbing-left turn to 2200', proceed to Waterville VOR. Hold SE Waterville VOR R-140, right turns, 1 minute, 320° Inbnd. Runway 25: Climb straight ahead to 2100', proceed to Toledo LOM. Hold SW Toledo LOM, right turns, 1 minute 069° Inbnd. Runway 34: Make climbing-left turn to 2100', proceed to Toledo LOM. Hold SW Toledo LOM, right turns, 1 minute, 069° Inbnd.

#400-¾ authorized for Runways 7 and 25, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

#400-½ authorized for Runway 7 except for 4-engine turbojet aircraft, with operative ALS.

City, Toledo; State, Ohio; Airport Name, Toledo Express; Elev., 684'; Fac. Class. and Ident., Toledo Radar; Procedure No. 1, Amdt. 2; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 1; Dated, 26 Oct. 63

These procedures shall become effective on the dates specified therein.

(Secs. 307(c), 313(a), 601, Federal Aviation Act of 1958; 49 U.S.C. 1348(c), 1354(a), 1421; 72 Stat. 749, 752, 775)

Issued in Washington, D.C., on February 19, 1965.

C. W. WALKER,
Acting Director, Flight Standards Service.

[F.R. Doc. 65-2026; Filed, Mar. 25, 1965; 8:45 a.m.]

[Reg. Docket No. 6505; Amdt. 419]

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

The amendments to the standard instrument approach procedures contained herein are adopted to become effective when indicated in order to promote safety. The amended procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the complete procedure is republished in this amendment indicating the changes to the existing procedures.

As a situation exists which demands immediate action in the interests of safety in air commerce, I find that compliance with the notice and procedure provisions of the Administrative Procedure Act is impracticable and that good cause exists for making this amendment effective within less than 30 days from publication.

In view of the foregoing and pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 97 (14 CFR Part 97) is amended as follows: